

**From:** [Jackie Sinnott](#)  
**To:** [P&R Comm](#); [City Council](#); [Jackie Sinnott](#); [Matthew Perotti](#)  
**Subject:** 4 way stop at the corner of Cipriani and Carmelita  
**Date:** Wednesday, October 6, 2021 12:11:56 PM

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Hello City Council and Park and Rec,

I was informed that you will be reviewing safety ideas in the Cipriani area and I wanted to reach out. We live at 2500 Casa Bona, somewhat new to the area, but have one in Kindergarten at Cipriani now (and another in preschool).

We love Belmont, but have missed having consistent sidewalks and noticed many blind corners in an otherwise safe and family friendly neighborhood.

With school back in session, one easy solution I see to making the neighborhood safer right here, is a **4 way stop at the corner of Cipriani and Carmelia**. There was an accident there two weeks ago, and many families near or crossing at that intersection daily. With poor visibility and no sidewalks, cars zooming by without a stop seems especially dangerous. Just today while I stood in the painted crosswalk (after walking my Kindergartner to school), three cars drove quickly past me while I waited for one to stop (disregarding me, the crosswalk or the fact that pedestrians have the right of way).

A 4 way stop at that intersection would be a great improvement to this neighborhood. It would make it a safer place to cross, possibly encourage more people to walk/bike to school and slow traffic in general, in a neighborhood with many kids out riding bikes and walking daily.

Thank you for your consideration!

Jackie Sinnott

**From:** [Paul Sheng](#)  
**To:** [P&R Comm; info@belmontprosplan.com](#)  
**Cc:** [City Council; Brigitte Shearer](#)  
**Subject:** 9/30 PROS Committee meeting feedback  
**Date:** Sunday, October 3, 2021 8:20:09 AM

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Dear PROS Committee and P&R Commission:

I watched the 9/30 PROS Committee meeting on Zoom and wanted to compliment Gates & Associates for their excellent and informative presentation. I'm pleased with the progress on the plan and hope the city can stay on pace to get the plan completed. I also wanted to offer some feedback on some items that were discussed during the meeting.

### **Hidden Canyon Park**

I am glad that developing Hidden Canyon Park is finally on the agenda. As you know, in the 1990s, that parcel of land was dedicated as a city park by the developer of the Hidden Canyon tract under the Quimby Act as a condition of allowing the subdivision to be built. Due to lack of leadership and initiative of prior city councils, that tract of land has been sitting fallow for nearly 30 years. I'm grateful that our city current leadership recognizes the need for this resource to be utilized as it was originally intended. I think a permanent bathroom would be a great addition to that park. Someone mentioned having interpretive/educational aspects to it, and I think that was a great idea. There could be signs to educate park users about local flora and fauna, trail use courtesy, and trail stewardship. I also agree with the comments at the meeting that because the park is so close to the open space interface, it should be developed with a natural aesthetic to it, and amenities such as metal/plastic playground structures would be out of character with the space.

This past summer, while in Bend, Oregon, I visited Rockridge city park. That park is much larger than Hidden Canyon, it has developed areas such as a large lawn, group picnic areas, a concrete skate park, etc. However, part of the park borders open space, and that portion of the park showcases some really great examples of natural amenities that blend in with the environment. Rather than a synthetic play structure, there is a "forest" of fossilized tree trunks and rocks placed for kids to play on. There are also beginner and intermediate mountain bike skills courses. These are very short loop trails with both natural and man-made wooden and stone obstacles designed to allow beginning and/or younger riders to hone their bike handling skills in a safe environment before heading onto trails where mistakes have bigger consequences. Both of these amenities would be a perfect fit for Hidden Canyon. There are some photos of the park here: <https://www.bendparksandrec.org/park/rockridge-park/> (you can also do a Google Images search for Rockridge Park Bend), and I have also attached a few photos that I took while I was there.

### **Connectivity**

At the meeting there were a number of comments about the importance of having connectivity between parks and amenities. I agree wholeheartedly with those comments. I think the city is doing a great job with the sidewalks along Ralston Avenue and look forward to more improvements to improve pedestrian and cycling connectivity throughout the city. During the meeting when pump tracks were discussed, a public commenter suggested that a pump track location in the main residential area of Belmont would be preferable to the Sports Complex, because that would allow users to safely bike there rather than traversing the hazardous Ralston / El Camino Real route. I agree with that commenter. Also, during this discussion, there was an aerial view of Hidden Canyon Park up on the screen, showing both a trail and road leading to the space, so that site has great connectivity - not only from Carlmont and Hastings Drives, but from Hallmark Drive (via the Lake Road Trail)

### **Pump Track**

I'm very pleased to hear committee members speaking favorably about pump tracks. As you know there is strong grassroots community interest in a pump track, evidenced by the PROS survey results. Yesterday, I attended the Derby and Day in the Park event in Brisbane. They had a modular pump track set up for the event, which was a big hit. I have attached a few photos. I chatted with the gentleman from American Ramp Company (the outfit who supplied the track for the event), he said they build dirt, asphalt, and concrete pump tracks, and built a dirt one at Stafford Lake Park in Novato, and recently built a concrete one in Simi Valley. The portable one at the event is made out of plywood and bolts together, it is intended for temporary use. He said when they build concrete or asphalt ones, they use forms similar to the portable track to pour the asphalt or concrete. He said from a maintenance perspective, they prefer asphalt tracks because they hold up to wear very well, allow bikes, scooters, and skateboards, and surface damage is very easy to repair.

### **Skate Park**

During the meeting, I was also happy to hear the committee members speaking favorably about skate parks, and really pleased to finally see a concrete proposal for a small skate park in the Ralston / Old County Road area. There were some concerns expressed about space limitations for a skate park, and whether it would be too small to be used. There is such a pent-up demand for this type of amenity in Belmont, it will get used no matter the size. Belmont's preteens and teens are starving for an amenity like this. As in Field of Dreams, if you build it, they will come. Coincidentally, while I was at the Brisbane event, I noticed they have a very small skate park right across the street from the event venue, which was being well-used and enjoyed by residents. I have attached a few photos to illustrate how a nice skate park can fit into a small space. During the meeting Brigitte mentioned that this park may be temporary in nature, and that can certainly be done, for example in Daly City has a skate park, which is not the greatest, but has prefabricated metal ramp and boxes rather than poured concrete. A few pictures are here: <https://www.westcoastskateparks.com/skateparks/daly-city-skatepark-daly-city-california> I'm sure that even if a small, temporary skate park is constructed, that will serve as a successful proof-of-concept, and I hope someday soon the city will

construct a permanent skate park for its underserved teens.

Thank you for all the time and effort you have been putting into our PROS Plan, keep up the good work, and I look forward to continued progress.

Sincerely,

Paul Sheng  
Belmont resident

**From:** [Laurent Gharda](#)  
**To:** [Brigitte Shearer](#)  
**Subject:** Belmont PROS Plan comment  
**Date:** Tuesday, October 12, 2021 4:29:25 PM

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Hi Brigitte,

I hope all is well with you!

A quick note to recognize my appreciation for:

- Planning for the Pump Track to be in the BSC (per the current proposal) instead of in the Open Space
- Planning on having bocce courts! Especially at the Hallmark Park, close to home... I'm bring my set to the inauguration ceremony, whenever that may be, and you can be my partner!
- Driving the entire process, herding cats, etc.

Take care!

LKG

Laurent Gharda

**From:**  
**To:** [P&R Comm](#); [PROS Committee](#)  
**Subject:** Neighborhood Parks are defined in the General Plan  
**Date:** Tuesday, October 19, 2021 9:20:31 AM

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Dear Commissioners and PROS Committee,

At the PROS meeting for Hidden Canyon staff got an earful from residents expressing disapproval of development in the neighborhood park. There are **three important points to summarize:**

1. "Neighborhood" parks are defined in the General Plan (see below) as intended to serve only the immediate neighborhood, NOT to draw and serve visitors from the wider community. Located in sites where there is limited access and no parking, it is inappropriate to develop neighborhood parks as attractions for anyone who can't walk a few blocks to get there. Belmont Heights currently struggles with traffic, noise pollution and pedestrian safety issues due to heavy use of the Cross Country Course. This growing conflict is the result of ignoring the General Plan and failing to consider available infrastructure and neighbors when scaling plans.
2. "Undeveloped" parks were never intended to be filled with amenities. The original plan for these open spaces was exactly as titled - "Undeveloped". They were intended as natural space for wildlife corridors and shelter for our neighborhood visitors (deer, birds, etc.), as quiet, contemplative natural settings, and *breathing* space. Humans need to resist the urge to build on every little bit of nature. These spaces are NOT *awaiting* development, but rather *intentionally UN-developed*.
3. The Survey on which the consultants base their suggestions was wildly flawed. Over half of the respondents were NON Belmont residents. Yes, Belmont Parks are open to all visitors; but their intended purpose is to *serve residents who live here and pay for them*, not to attract and serve those from the wider community.

Belmont's General Plan provides validity for our argument:

## 4.2 PARKS AND RECREATION

### PARK CLASSIFICATIONS

**The City provides its residents** with several types of parks and recreation facilities. Parks are defined as land owned, leased, or provided to the City and used for public recreational purposes. In addition, there is joint use planning and operation of school district athletic facilities for public recreation. Parks and recreational facilities are classified as follows:

- **Mini Park.** A small park ranging from a quarter-acre to 2 acres that is located within a residential area and is intended to provide play areas for small children or passive sitting areas **for residents within a quarter-mile-radius.**
- **Neighborhood Park.** A medium-sized park ranging from 2 to 10 acres that provides basic recreational activities **for a specific neighborhood within a one-mile radius.**

- **Community Park.** A large park ranging from 20 to 50 acres that includes passive and active recreation facilities that **serve the entire city or a substantial portion of the city.**
  - School Park. Athletic fields and facilities that operate under joint use agreements between the City and the School District and are **used by the community** during non-school hours.
  - Special Facility. A facility such as a community center, athletic complex, aquatic center or other cultural or athletic facility that services a specific recreational need **for all or a portion of the city's population.**

This is why I repeatedly plead with staff and planners to really read the existing General Plan, Conservation Element, and Parks Master Plan. **These plans are our blueprint. Please respect them.**

Thank you ,  
Kristin Mercer

*"It actually doesn't take much to be considered a difficult woman. That's why there are so many of us." – Jane Goodall*



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**From:** [Charles Stone - Mayor](#)  
**To:** [Jackie Sinnott](#); [Matthew Perotti](#)  
**Cc:** [Brigitte Shearer](#); [Afshin Oskoui](#); [Peter Daniel](#); [Kenneth Stenquist](#)  
**Subject:** RE: 4 way stop at the corner of Cipriani and Carmelita  
**Date:** Wednesday, October 6, 2021 1:15:13 PM

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Hi Jackie,

Thanks for reaching out and welcome to Belmont and the neighborhood. My kids (now 17 and 15) walked from my house on Read to Cipriani pretty much every day from the time they were 8 or so through completion of 5<sup>th</sup> grade. I know the area and the intersection well. I'm not aware of any Cipriani safety initiative. I don't think that's accurate. I think there might be some confusion arising out of recent parks and rec PROS advisory committee.

Pedestrian safety is a high priority to the council and we've shown that in a lot of our actions. That said, inheriting a city where many of the roads don't have sidewalks sure doesn't make it easy. Those decisions were made in the 50s when the neighborhoods were being developed and while we are requiring sidewalks in conjunction with residential construction projects where it makes sense, it's still far from ideal. But there are realistic and insurmountable obstacles to adding sidewalks on Cipriani.

When it comes to stop signs and things like that, we rely on our public works department and our police department. I don't think the parks and rec department/commission would have any involvement although they do deal with our bike/ped plan.

That particular intersection received crosswalks for the first time a few years ago in response to some residents' request. There was some concern at the time that the safer bet was to discourage kids from crossing at that cross walk and direct them to cross at the four way stop at Cipriani and Buena Vista or Cip/Ponce. That's what the safe routes to school program used to show to my memory. I actually was concerned that installing the crosswalks would lead to more kids crossing there without the protection of a stop sign which would create a higher risk of danger, but some residents felt differently. IIRC, I think we looked at stop signs at that location then. I **\*think\*** that we can't put in stop signs at that Carmelita/Cipriani based on state law site line requirements. That said, I can't say with certainty that I am remembering correctly so I'm copying our excellent city manager (who was public works director at the time) Afshin Oskoui, our current public works director Peter Brown, and our interim Police Chief Ken Stenquist so they can add anything germane.

In the meantime, I **\*highly\*** recommend that anyone crossing with kids or any kids crossing without adults use the fourway stops at Buena Vista/Cip or Ponce/Cip depending on where they are coming from. That's much safer and has minimal impact from a walking time perspective (having done them all many times over the past 12 years.)

Thanks again for the contact and we'll follow up.

Charles



(I've also copied our parks and rec director just in case I've missed something that she knows of.)

Charles Stone

Mayor  
City of Belmont  
1 Twin Pines Lane  
Belmont, CA 94002  
(650) 394-7390

***Please Note: Unless otherwise noted, the opinions, viewpoints, and perspectives contained in this email are my own and do not represent the official position of the City of Belmont or its City Council. Please do not share those opinions, viewpoints, and perspectives with other members of the Belmont City Council so as to avoid the potential development or appearance of a consensus outside a scheduled public meeting, which is prohibited under California's Brown Act. I also respectfully request that you refrain from sharing the opinions, viewpoints, and perspectives of other Belmont City Council members with me. If you are contacting me about a development application or appeal that is pending before the City Council, I am not able to read your email because it constitutes an ex parte communication. I will, however, forward your email to city staff and it will be made part of the record. Thank you.***

**From:** Jackie Sinnott

**Sent:** Wednesday, October 6, 2021 12:12 PM

**To:** P&R Comm <PRComm@belmont.gov>; City Council <CityCouncil@belmont.gov>; Jackie Sinnott  
Matthew Perotti

**Subject:** 4 way stop at the corner of Cipriani and Carmelita

Hello City Council and Park and Rec,

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We love Belmont, but have missed having consistent sidewalks and noticed many blind corners in an otherwise safe and family friendly neighborhood.

With school back in session, one easy solution I see to making the neighborhood safer right here, is a **4 way stop at the corner of Cipriani and Carmelia**. There was an accident there two weeks ago, and many families near or crossing at that intersection daily. With poor visibility and no sidewalks, cars zooming by without a stop seems especially dangerous. Just today while I stood in the painted crosswalk (after walking my Kindergarten to school), three cars drove quickly past me while I waited for one to stop (disregarding me, the crosswalk or the fact that pedestrians have the right of way).

A 4 way stop at that intersection would be a great improvement to this neighborhood. It would make it a safer place to cross, possibly encourage more people to walk/bike to school and slow traffic in general, in a neighborhood with many kids out riding bikes and walking daily.

Thank you for your consideration!

Jackie Sinnott

**From:** [Carol Rossi](#)  
**To:** [P&R Comm](#)  
**Subject:** RRR park meeting  
**Date:** Monday, October 11, 2021 11:54:00 AM

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Hello

We received a post card announcing a meeting to review plans for the Ralston Ranch Road Park. I've misplaced the card and would like more information. Is there a plan we can look at online? I also looked on the Belmont website, under Park and Rec calendar, and there is no listing for the meeting. Can you please give me more information?

Thank you

Carol Rossi

**From:** [Brigitte Shearer](#)  
**To:** [Carol Rossi; P&R Comm](#)  
**Subject:** Re: RRR park meeting  
**Date:** Monday, October 11, 2021 12:33:19 PM

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Carol, thank you for your interest. Here's the link to the focus group events information and registration.

<https://belmontprosplan.com/events>

I appreciate your feedback - we will put this information on the city website so it's easier to find.

Brigitte

**Brigitte Shearer**  
**Parks & Recreation Director**  
**City of Belmont**  
**650-595-7488**  
**[bshearer@belmont.gov](mailto:bshearer@belmont.gov)**

[www.belmont.gov/parksandrec](http://www.belmont.gov/parksandrec)

Check out our latest [Activity Guide](#)

**Belmont Parks & Recreation Department**

***"Enhancing the Quality of Life for the Community"***



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**From:** Carol Rossi  
**Sent:** Monday, October 11, 2021 11:53 AM  
**To:** P&R Comm <[PRComm@belmont.gov](mailto:PRComm@belmont.gov)>  
**Subject:** RRR park meeting

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Thank you

Carol Rossi



**From:** [Bob Stahl](#)  
**To:** [Brigitte Shearer](#)  
**Subject:** Recording of September 1 Zoom meeting  
**Date:** Friday, October 8, 2021 3:40:16 PM

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Hi Brigitte,

Hope all is well.

Is there a recording of the Advisory Zoom meeting held on September 1st?

I'd like to send it out to residents in our neighborhood for them to review. Overall, I believe it was a worthwhile meeting so I'd like to have our neighbors review the content.

Please let me know.

Thanks.

Bob

**From:** [Tim Bussiek](#)  
**To:** [P&R Comm](#)  
**Subject:** Safety comes first, life follows  
**Date:** Wednesday, October 6, 2021 3:56:44 PM  
**Attachments:** [CA research biking adds to overall safety.pdf](#)

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Dear Parks and Rec Commissioners:

Unfortunately, I am unable to attend tonight's meeting but would like to add my thoughts. The work you are doing to improve Belmont is greatly appreciated, especially the efforts to build a human-centric community.

I most recently made a comment at the PROS meeting about focusing much more on the whole, on the public space that is our streets and everything else, as a destination and big part of our experience and life. An old example is that Napoleon had the roads planted with trees so his armies could march in the shade – of course car culture led to most of those trees being cut down as they were too dangerous for the fast moving cars.

We are now in a dramatically different world from the last decades, in just the last few years tremendous change has occurred, and we need to act immediately and with great urgency. And we can:

- Post pandemic we don't need an infrastructure centered around work commute any more. So far it is persisting that we can do with about 40-60% less driving to work. Main congestion is now local.
- We are aching to be local, be humans, celebrate skills and venues and natural beauty, to BE. As we were forced to stick around, we saw that pedestrian areas (Laurel Street in San Carlos, many in SF etc.), parklets, turned out to be hugely welcome innovations. There is so much good will to build on right now.
- We are the worst offenders in terms of CO2 emissions for no real reason, for being lazy, not adjusting our behaviors. It would be so simple to do better, to be local. E.g. what if we had a super local event like the Waterdog Run, and people came by bicycle or on foot?

A key part is always speed, ensuring human-scale speed and safety. Any human being immediately senses the very real danger of fast 2ton vehicles – dangers can be mitigated but the experience will never be a positive one. The onus CANNOT be on the weaker part, especially children and elderly whom it seems we have made outcasts to our streets, and in the age we are in we the people through public government have to act to enforce livable and welcoming public space.

I'd like to kindly submit research that shows that reducing speeds and having bicycle safe conditions actually reduces overall injuries. Are we not negligent to do this for the sake of everyone anyway, to save lives? Here is the main quote, please see attached the actual paper:

- *"Overall, high bicycling cities generally show a much lower risk of fatal crashes for all road users when compared to most of the other cities in our database. The fact that this pattern of low fatality risk is constant for all classes of road users strongly suggests that the crashes are taking place at lower speeds. ...our results strongly suggest that safety benefits for all road users can be derived from a*

*combination of the same steps that tend to attract more bicyclists."*

I am in touch with the author Wes Marshall, Professor of Engineering at the University of Colorado, and we could invite him to provide much more perspective on the results.

In becoming livable in its public space, Belmont would only be part of a global pattern, here are just some recent examples:

- [Berlin](#)
- [Amsterdam](#)
- [Paris](#)
- [Minneapolis](#)
- [Multiple cities](#)
- [Case for biking](#), cutting an individual's emissions by 67%
- [Most visited destination](#)

It is time we started polishing the jewel that Belmont is.

Thank you for your consideration.

Best regards,

Tim Bussiek

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**Tim Bussiek, PhD**

**Founder & CEO Hi-flier**

**Executive Director eBike Impacts, Business mentor Scots eBikes**

**Peninsula Clean Energy – Citizen Advisor**

**German American Business Association (GABA) - Software & Future of Work Group Chair**

**University of Freiburg Alumni, San Francisco/Bay Area Chapter Head**

Belmont, CA 94002



# Why Bike-Friendly Cities are Safer for all Road Users

Wesley Marshall

## ABSTRACT

Given the growing evidence suggesting that cities with higher bicycling rates find lower fatality rates, we examine road safety data from 24 California cities. This analysis included accounting for crashes across all severity levels but also for three different classes of road users: vehicle occupants, pedestrians, and bicyclists. Additionally, we looked at issues of street and street network design to see what role these characteristics might play in affecting road safety outcomes.

Overall, high bicycling cities generally show a much lower risk of fatal crashes for all road users when compared to most of the other cities in our database. The fact that this pattern of low fatality risk is constant for all classes of road users strongly suggests that the crashes are taking place at lower speeds. The most notable difference found between the safer and less safe cities was the density of street intersections. While we do not yet have the data to fully disentangle the various contributing factors, our results strongly suggest that safety benefits for all road users can be derived from a combination of the same steps that tend to attract more bicyclists. In other words, improving the streets to better accommodate bicycles may in fact lead to a self-reinforcing cycle that can help enhance overall safety for all road users.

## INTRODUCTION

Davis, California, often referred to as the bicycle capital of America since becoming the first city to gain "platinum" status from the League of American Bicyclists, should also be renowned for another reason: road safety. From 1996 through 2007, the years examined for this study, Davis endured only nine fatal road crashes, of which only three occurred on regular, non-limited access streets. And despite a greater percentage of people biking to work than any other city in the United States, not a single one of these fatal crashes involved a bicyclist. With a fatal crash rate in Davis of less than 1.5 per 100,000 residents, far fewer people are killed on their roads than in the U.S. as a whole, which average 14.5 fatalities per 100,000 residents.

Another American city recognized as a "platinum" bicycling city, Portland, Oregon, increased bicycle mode share from 1.2% in 1990 to 5.8% in 2000. At the same time, the total number of road fatalities went from averaging over 60 per year around 1990 to fewer than 35 per year since 2000 (1). Moreover, there were only 20 total road fatalities in Portland in 2008, which is a remarkable safety record (3.6 fatalities per 100,000 residents) for a city of over 550,000 people. Such fatal crash rates compare extremely favorably with the countries reporting the lowest crash rates in the world such as the Netherlands at 4.9 per 100,000 residents (2).

These outcomes are not uncommon; other researchers have reported notable decreases in fatality rates in cities that have successfully increased their bicycle mode share (3, 4). Conventional thinking about road safety would suggest that the outcome of lower road fatality rates with more bicycle riders would be unlikely since, in general, bicycle riders experience a much higher fatality rate per mile traveled. But given the growing evidence suggesting that this is not the case, we examine road safety data from 24 California cities in this paper to garner evidence as to why cities with high rates of bicycle use typically see lower rates of road fatality for all road users. In order to better understand the trends in these cities, we not only examine the number of crashes of different severity levels but also the relative risk of a fatality or a severe injury given the fact that a crash occurred. These analyses were conducted for three classes of road users - pedestrians, bicycle riders and vehicle occupants - in order to help us understand if the underlying patterns were similar for all road user types. We also used census data as a rough estimate of the number of people walking, biking and driving in each city in order to gain a better understanding of the relative exposure rates in these cities for the different classes of road users. Finally, we looked at issues of street and street network design to see what role these characteristics might play in affecting road safety outcomes.

## STUDY BACKGROUND

This research was based on an initial database of over 150 California cities. We focused on California cities in order to help maintain consistency in the data, especially in comparing injury severity outcomes. The earlier papers based on this dataset concentrated on the street networks characteristics of 24 of these California cities representing twelve medium-sized cities with good safety records and twelve with poor safety records (5, 6). In this study, we further sub-divide the group of twelve safer cities into the following three groups of four cities based upon bicycle mode share: high bicycling cities, medium bicycling cities, and low bicycling cities. The cities included were:

### Group 1: Highest Bicycling Safer Cities

- Berkeley
- Chico
- Davis
- Palo Alto

### Group 2: Medium Bicycling Safer Cities

- Alameda
- San Luis Obispo
- Santa Barbara
- Santa Cruz

### Group 3: Low Bicycling Safer Cities

- Cupertino
- Danville
- Cupertino
- San Mateo

### Group 4: Less Safe Cities

- Antioch
- Apple Valley
- Carlsbad
- Madera
- Morgan Hill
- Perris
- Redding
- Rialto
- Temecula
- Turlock
- Victorville
- West Sacramento

Journey to work data was collected along with street network measures, street characteristics, socioeconomic data, traffic flow information, and over 230,000 individual crash records from eleven years of crash data. All of this information was geo-coded in a GIS database with the intention of facilitating a more comprehensive spatial analysis.

## LITERATURE REVIEW

Few studies have specifically looked at how safety varies for all road users depending upon the amount of waking or biking that is occurring. Transit usage however is one mode that has in fact been evaluated in terms of overall road safety. In an international study, Kentworthy and Laube concluded that cities with higher transit use also tended to have lower overall fatality rates (7). Litman, in a separate study, found that the per capita fatality rates of U.S. cities were lower with increased transit use (8). One reason behind these results, as the authors point out, is that more transit use tends to lower the overall amount of vehicle use.

If reducing vehicle use through more transit usage can help in terms of overall road safety, then the idea that increases in biking and walking can have a similar effect is promising. However, it is important to understand that the fatality rate in terms of miles traveled for vehicle occupants is approximately ten times that of transit users while most studies have shown that the fatality rates in terms of miles traveled for biking and walking are higher than for driving (8). One potentially confounding factor is that calculating safety on a per-mile basis might not be appropriate given that most biking and walking trips are generally shorter in distance than driving trips. Another point to consider is the handful of studies finding an increase in overall bicyclist and pedestrian safety emerging with increasing numbers of bikers and walkers. The thinking is that a driver changes his or her expectations based upon the perceived possibility of encountering a bicyclist or pedestrian. So when the number of bikers and walkers increases to the point where drivers begin to expect conflicts, the driver's behavior begins to change for the better.

For example, a 1996 study by Lars Ekman found no linear association between bicyclist exposure and conflict rate in a comprehensive study conducted in Sweden (9). To be more specific, Ekman determined that the conflict rate for an individual bicyclist was higher when the number of bicyclists was low, with this conflict rate subsiding as the flow of bicyclists increased. In terms of conflict rates for a bicyclist, the number of bicyclists was more significant than the number of vehicles on the road. Ekman also found that the risk to pedestrians was not affected by the number of pedestrians.

Another examples is taken from the city of Copenhagen, where it was found that between 1990 and 2000, a 40% increase in bicycle kilometers traveled corresponded to a 50% decrease in seriously injured bicyclists (4). And in a 2003 study of California cities, Peter Jacobsen found results substantiating this idea of safety in numbers. Based on 68 California cities, but only one year of crash data, the results showed that the individual chance of a bicyclist or pedestrian being struck by a car drops with more people biking and walking (3).

These results are interesting because conventional wisdom links an increase in exposure with an increase in risk. Although not easily transferable to overall road safety, these studies do begin to suggest some explanation as to why places like Davis, Portland, and the Netherlands might be safer than places with lower bike use. While switching from driving to transit has been shown to decrease individual risk, switching from driving to biking or walking would, on average, increase individual risk. However, that average risk number does not explicitly consider situations where there is a critical mass of bikers and walkers that may be able to find better safety in larger numbers. In those cases, the idea that switching from driving to biking or walking can actually reduce one's individual risk is a possibility. In terms of overall road safety, strategies known to increase biking and walking such as traffic calming and decreasing vehicle speeds have also been shown to lead to better road safety outcomes (10, 11). Together, such strategies could help to reduce overall vehicle miles traveled (VMT), which could also play a role in improving road safety (12).

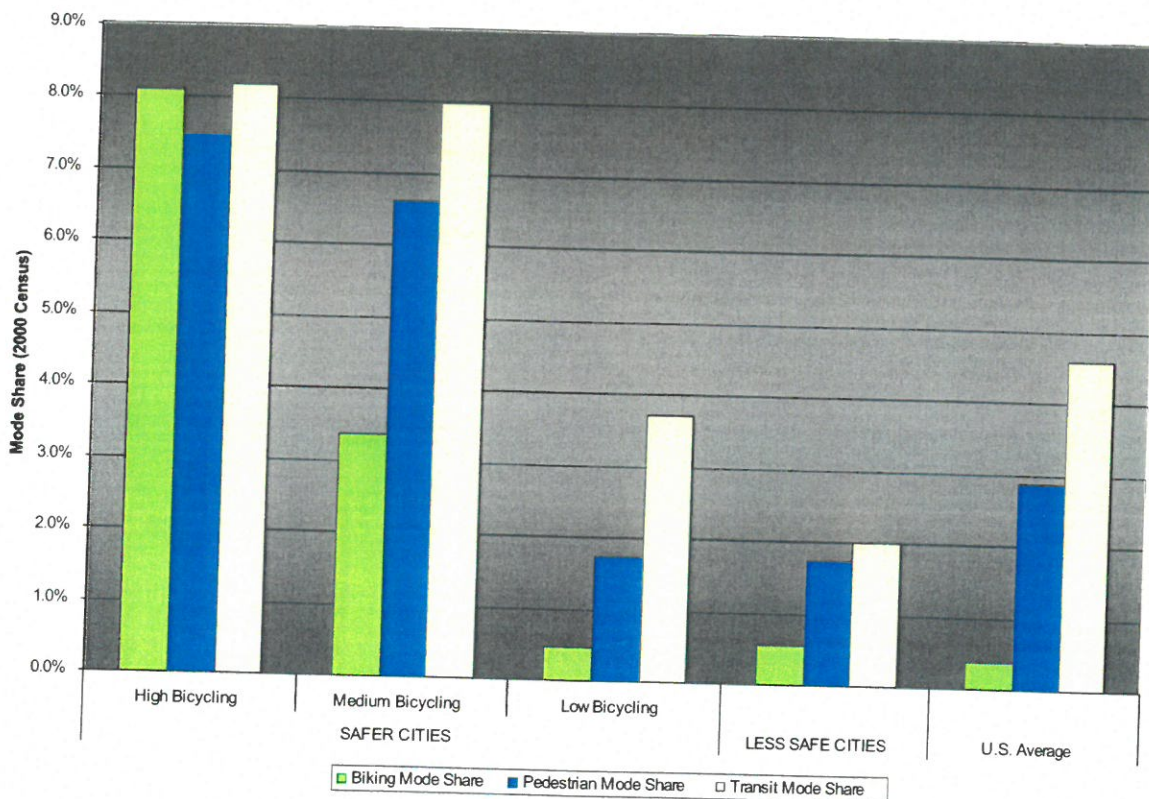
## RESULTS

For the purposes of this study, the crashes analyzed only include those that did occur on surface streets and not those on limited access highways. This was done in order to fairly compare crashes on roads where walking and biking would be reasonably expected. Tables 1 and 2 summarize the data for this results section.

### Mode Shares

Based on 2000 Census journey-to-work data, Figure 1 depicts biking, walking, and transit use for each set of cities. Also shown is the U.S. average for biking, walking, and transit use at 0.4%, 2.9%, and 4.6%, respectively (13). The high-bicycling cities in our study have more than 20 times more biking than the U.S. average, more than 2.5 times more walking, and 1.5 times more transit use. The low-bicycling cities and less safe cities match the U.S. average for biking and fall below the U.S. average for walking and transit use.

Overall vehicle mode share is well under 80% for the high-bicycling cities, 82% for the medium-bicycling cities, and over 94% for the low-bicycling cities and the less safe cities.



**Figure 1** Bicycle, Pedestrian, and Transit Mode Shares (2000 Census)

## Road Safety

In terms of road safety, the differences are not always found in terms of the overall crash numbers. In fact, the cities with the lower fatality rates would seem to be less safe if we only looked at overall crash frequency. This is an important distinction because many safety studies often focus on the overall number of crashes and ignore crash severity. In our results, another important difference seems to be in what is happening after the crashes occur. The crash severity risk outcomes - based upon the percentage of crashes for each road user type that result in a fatality - show that if you are in a crash in one of the Group 4 cities, then you are much more likely to die than if the crash took place in a city from one of the other groups. Overall, the risk of a fatality should a crash occur is similar for the three groups of safer cities for each road user type. For the less safe cities, the chance of a vehicle occupant or pedestrian crash resulting in a fatality is over four times greater than what we found in each of the safer groups of cities. Moreover, the chance of a bicycle crash resulting in a fatality is over 11 times greater in the less safe cities than in the safer cities.

Another key consideration in better assessing safety is considering relative exposure. With the intention of getting a better handle on the relative amounts of driving, biking, walking, and transit use in these sets of cities, we used a simple road user exposure metric in which we multiplied city population by mode share to find a rough number of travelers by each mode. This is similar to the method used by Jacobsen; in his study, he assumed that even though journey-to-work trips represent a small percentage of total trips, the percentage of each mode found for commuters is proportional to all trips (3). Though this exposure metric is admittedly imprecise and might be inaccurate if we were interested in absolute rates for vehicle, pedestrian, and bicycle safety, it should function adequately as a proxy toward finding the relative safety rates for these 24 cities.

To put this approach into context, Figure 2 depicts the fatal crashes not occurring on surface streets over the eleven year study period for one city from the highest bicycling group, Santa Barbara, and one from the less safe groups of cities, Rialto. These two cities have almost the same level of population (~92,000) living at almost the same population density (~5,000 people per square mile). Despite these similarities, bicycling mode share in Santa Barbara is over 3.6% (on the low end of our eight higher bicycling cities) while bicycling mode share in Rialto is nearly negligible at 0.2%. Walking mode share is over 6.5% in Santa Barbara and 1.3% in Rialto. In terms of fatality rates, Santa Barbara had 19 vehicular deaths with over 78,000 estimated vehicle users for a rate of 2.2 vehicle deaths per year per 100,000 drivers while Rialto had 68 vehicular deaths and over 88,000 estimated vehicle users for a rate of over 7.0 driver deaths per year per 100,000 drivers. For walking, Santa Barbara experienced 16 deaths over eleven years with over 6,000 estimated walkers for a rate of 24.2 pedestrian deaths per year per 100,000 pedestrians. Rialto had 39 deaths with less than 1,200 estimated walkers for a rate of almost 300 pedestrian deaths per year per 100,000 pedestrians. Santa Barbara also had an estimated 3,356 estimated bicyclists with only two deaths over eleven years for a rate of 5.4 bicyclist deaths per year per 100,000 bicyclists. For Rialto, we find one fewer bicyclist death but only 165 estimated bicyclists for a rate of 55.1 bicyclist deaths per year per 100,000 bicyclists.

**Table 1 Summary of Results for Crashes Not on Limited Access Highways**

	SAFER CITIES			LESS SAFE CITIES		
	High Bicyding	Medium Bicyding	Low Bicyding			
<b>General Information</b>	Population (2000 average per city)	70,328	65,742	61,087	59,845	
	Population Density (people per sq mi)	6,037	5,364	5,808	2,673	
	Income (2000 average)	51,669	46,579	81,721	46,408	
	Vehicle Mode Share	76.3%	82.0%	94.0%	95.8%	
	Biking Mode Share	8.1%	3.4%	0.5%	0.6%	
	Pedestrian Mode Share	7.5%	6.6%	1.8%	1.8%	
	Transit Mode Share	8.2%	8.0%	3.7%	2.0%	
	Estimated No. of Bicyclists	5,697	2,227	299	345	
	Estimated No. of Pedestrians	5,268	4,352	1,082	1,060	
	Estimated No. of Drivers <i>(estimates based upon mode share &amp; population)</i>	53,625	53,908	57,422	57,302	
<b>Vehicle Safety</b>	Vehicle Fatalities	10.3	11.3	6.5	37.8	
	Vehicle Severe Injuries	61.5	52.3	52.5	83.1	
	Vehicle Other Injuries	2,315.5	1,878.5	1,861.3	1,673.0	
	Vehicle Total Injuries	2,387.3	1,942.0	1,920.3	1,793.8	
	Vehicle Property Damage Only <i>(crash counts averaged per city for 1996-2007)</i>	5,471.8	5,519.8	3,648.8	3,769.5	
	Vehicle Fatality Risk <i>(% chance of crash resulting in fatality)</i>	0.19%	0.15%	0.14%	0.76%	
	Vehicle Fatality Rate	1.0	1.1	0.6	10.3	
	Vehicle Severe Injury Rate	6.0	5.0	5.1	22.6	
	Vehicle Other Injury Rate <i>(avg. per year per 100,000 estimated drivers)</i>	224.3	181.0	168.4	455.0	
	<b>Pedestrian Safety</b>	Pedestrian Fatalities	7.8	8.5	4.3	16.8
Pedestrian Severe Injuries		26.8	33.5	20.0	21.3	
Pedestrian Other Injuries		292.0	244.3	142.0	102.3	
Pedestrian Total Injuries		326.5	286.3	166.3	140.4	
Pedestrian Fatality Risk <i>(% chance of crash resulting in fatality)</i>		3.07%	3.01%	3.01%	12.67%	
Pedestrian Fatality Rate		7.6	10.1	20.4	246.2	
Pedestrian Severe Injury Rate		26.4	40.0	96.0	313.5	
Pedestrian Other Injury Rate <i>(avg. per year per 100,000 estimated pedestrians)</i>		288.0	291.5	681.5	1,503.9	
<b>Bicycle Safety</b>		Bicycle Fatalities	0.8	1.0	0.0	1.8
		Bicycle Severe Injuries	24.5	32.8	11.8	48.3
	Bicycle Other Injuries	539.0	398.0	202.3	111.1	
	Bicycle Total Injuries	564.3	431.8	214.0	161.3	
	Bicyclist Fatality Risk <i>(% chance of crash resulting in fatality)</i>	0.14%	0.22%	0.00%	1.36%	
	Bicycle Fatality Rate	0.7	2.3	0.0	82.9	
	Bicycle Severe Injury Rate	22.3	76.4	203.9	2,185.2	
	Bicycle Other Injury Rate <i>(avg. per year per 100,000 estimated bicyclists)</i>	491.5	928.5	3,510.0	5,022.1	



Now if we take this analysis to the city groups, we discover that even though the less safe cities have the lowest number of crashes occurring, Table 1 shows that these cities also found higher vehicle occupant crash rates across all severity levels. Another key consideration is the fact that even though the less safe cities had very low rates of biking and walking, they also experienced far more bicyclist and pedestrian fatalities than the other groups of cities. For a pedestrian, the fatality rate is more than 24 times greater in the less safe cities than in either of the city groups with significant biking, almost ten times greater for a severe injury, and over five times greater for all other pedestrian injuries. For the safer cities with low bicycling, the pedestrian fatality rate is approximately twice that found in the higher biking cities.

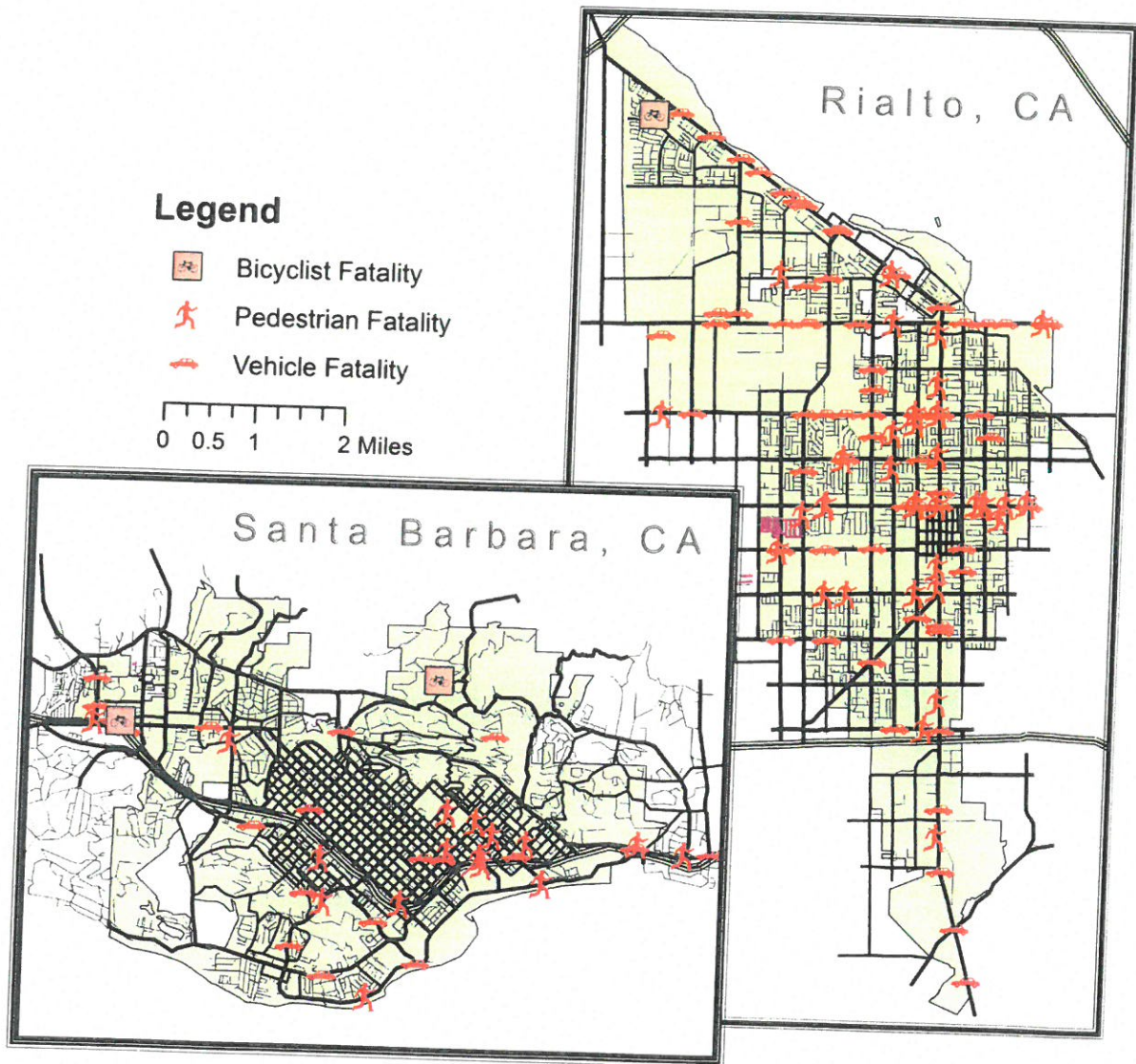


Figure 2 Bicycle, Pedestrian, and Vehicle Fatalities for Santa Barbara & Rialto (1996-2007)

For a bicyclist, the fatality rate is more than 75 times greater in the cities with the poor safety records compared to those with significant biking, over sixty times greater for a severe injury, and over seven times greater for all other bicyclist injuries. The safer cities with low bicycle mode shares had zero bicycle fatalities. However, in terms of all other injuries (including severe injuries) to a bicyclist, the crash rates were over 4 times greater in the low bicycling safe cities than in the higher biking cities.

### Street Network Characteristics & Street Design

Overall, the variation in relative fatality rates, as well as the fact that a crash occurring in one of the less safe cities has a much higher chance of resulting in a fatality, suggests differences in the street network and in the design of the street. The data shown in Table 2 supports these findings. The constant factor for all three groups of safer cities when compared to the less safe cities was intersection density. For the two groups of higher bicycling cities, they also tended to be slightly more connected with fewer lanes and a narrower cross-section on the major streets than both groups of low-bicycling cities.

**Table 2 Street & Street Network Characteristics**

	SAFER CITIES			LESS SAFE CITIES
	High Bicycling	Medium Bicycling	Low Bicycling	
<b>Measure for Street Network Density</b>				
<b>Intersection Density</b> <i>(intersections per sq. mi.)</i>	114.2	103.2	101.2	62.7
<b>Measure for Street Connectivity</b>				
<b>Link to Node Ratio</b> <i>(# links / # nodes including dead ends)</i>	1.39	1.38	1.25	1.29
<b>Centerline Miles of Major Roads</b>	49.5	45.9	26.9	65.2
<b>Centerline Miles of Minor Roads</b>	144.8	119.2	113.6	210.8
<b>Total Centerline Miles</b> <i>(average per city)</i>	199.0	169.6	146.0	281.8
<b>Sidewalks</b>	50.3%	38.3%	85.6%	48.4%
<b>Bike Lanes</b>	24.9%	23.6%	38.4%	15.6%
<b>On-Street Parking</b> <i>(% length of arterial / collector type streets)</i>	41.1%	28.4%	42.8%	23.0%
<b>Avg. No. of Lanes</b>	2.7	2.4	3.7	3.1
<b>Avg. Width of Roadway Cross-Section</b> <i>(average on arterial / collector type streets)</i>	50.9'	46.9'	59.7'	54.4'

In order to taking a closer look at intersection density with respect to safety, we developed the graphs shown in Figures 3 and 4. For all road users, the chance that a crash would result in a fatality tended to be lower for the cities with lower density street networks. This same trend was found for vehicle crashes, pedestrian crashes, as well as bicycle crashes.

As for the other street design considerations, we look again at Santa Barbara and Rialto shown in Figure 2. Overall, Santa Barbara had the fewest average number of lanes on the arterial/collector roads of any city in the database while Rialto averaged almost a full lane

more. Santa Barbara also has more than three times the length of bike lanes on these same roads and about 30% more on-street parking – all of which seem to play a role in the road safety and biking/walking outcomes for Santa Barbara.

Another interesting example is Carlsbad - one of the less safe cities - which also happens to have the highest percentage of bike lanes on the arterial/collector roads of all the cities in the database with nearly 70% of the total length of these roads having a bike lane present. However, Carlsbad is on the low end of the street connectivity and street network density range and also has the highest average number of lanes present on these major roads in the database. So even with a high degree of bike lanes present, Carlsbad's bicycle mode share is only 0.3%. On the other hand, Berkeley - one of the highest biking cities - has one of the lowest percentages of bike lanes present on the major roads. In this case, the difference might be in the fact that Berkeley has the highest street connectivity and street network density of all the cities as well as other strategies for accommodating bicyclists such as bike boulevards. This is certainly not to say that bike lanes are hazardous because the safer, high bicycling cities did in fact tend to have more bike lanes. For instance, Davis and Antioch find very similar population densities, street connectivities, and street network densities, but Davis has significantly better safety outcomes and also happens to cover almost 2.5 times more of their major roads with bike lanes. Overall, the results suggest that many of these street design factors, along with the street network measures such as intersection density, seem to work in coincidence toward helping create an environment with a higher degree of biking and walking as well as improved road safety.

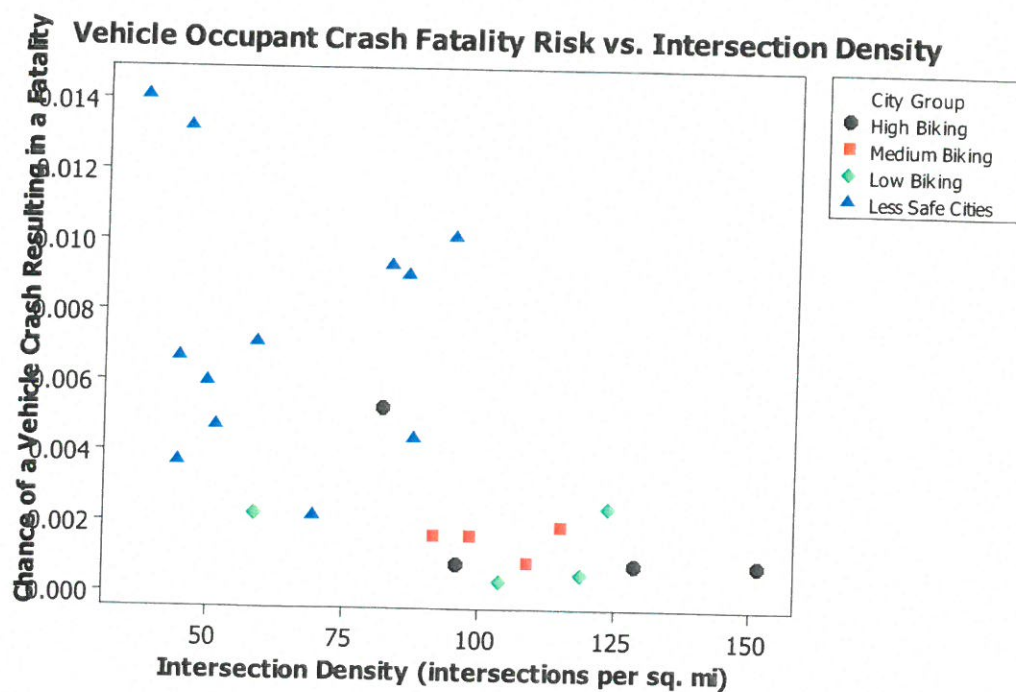


Figure 3 Chance of Vehicle Crash Resulting in a Fatality vs. Intersection Density

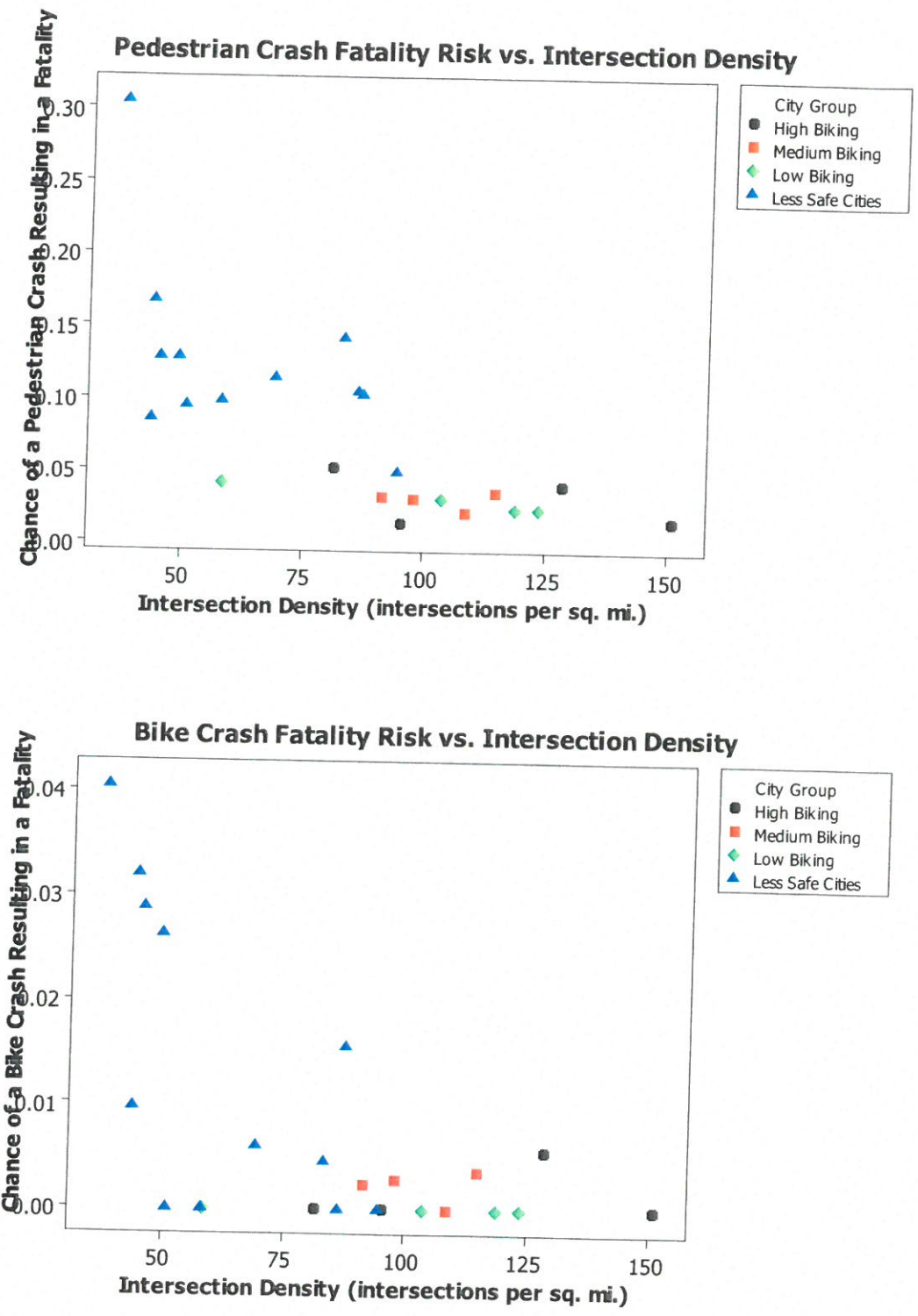


Figure 4 Chance of a Pedestrian or Bicyclist Crash Resulting in a Fatality vs. Intersection Density

## CONCLUSION

High bicycling cities generally show a much lower risk of fatality or severe crashes for all road users when compared to many of the cities in our data base. The fact that this pattern is consistent for all classes of road users strongly suggests that the crashes are taking place at lower speeds in these high bicycling cities. The reason for lower speeds might be due to features such as traffic calming and other design elements that can help attract large numbers of bicyclists. Our street database contains some hints of these trends - for example, the high biking cities tend to have more bike lanes, fewer traffic lanes, and more on-street parking. At the same time, large numbers of bicycle users might also help lower vehicle speeds. It is important to note that the high biking cities do not necessarily have lower overall crash rates; rather, they have much lower severity levels for those crashes that do occur.

Our results also show that there is a group of four cities that have both low severity levels and low bike use. These cities represent an interesting hybrid exhibiting some characteristics in common with both the high-bicycling/low fatality cities as well as the low-bicycling/high fatality cities. These four cities tended to have high intersection densities similar to the values found in the high-bicycling cities; they also tended to have low levels of street network connectivity, more akin to the low-bicycling/high fatality cities. In other words, this subset of cities featured local streets high in cul-de-sacs but at a relatively high density. These cities also reveal some other unique features that might contribute to their lower fatality rates, including far fewer major roads than found in the other city groups.

Overall, the biggest difference found between the three groups of lower fatality cities and the high fatality cities was intersection density. The graphs depict the relationships between fatality risks and intersection densities for vehicle occupants, pedestrians, and bicyclists, respectively. Our results consistently show that high intersection density appears to be the single most important street design factor affecting crash severity. However, there appears to be other factors at work in leading to these lower fatality rates for both the high-bicycling cities and the low-bicycling/low fatality cities. In the case of the high-bicycling cities, these factors might include the work done to make the streets attractive to bicyclists as well as the sheer presence of many bike riders. We do not yet have the data to disentangle these effects, but our results strongly suggest that safety benefits for all road users can be derived from an amalgamation of the steps taken to attract more bicyclists; that is, as long as we define safety in terms of reducing fatality and severe crashes and not just in terms of reducing overall rates of crashes. Improving the streets to accommodate bicycles may in fact lead to a self reinforcing cycle that can help enhance overall safety for all road users. This combination of factors seems to go a long way toward overall safer and more sustainable cities.

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**From:** [Jackie Sinnott](#)  
**To:** [Charles Stone - Mayor](#)  
**Cc:** [Afshin Oskoui](#); [Brigitte Shearer](#); [Kenneth Stenquist](#); [Matthew Perotti](#); [Peter Daniel](#)  
**Subject:** Re: 4 way stop at the corner of Cipriani and Carmelita  
**Date:** Wednesday, October 6, 2021 1:45:23 PM

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Thank you so much for the quick and thorough response! What you are saying makes a lot of sense and I appreciate the background / recommendations.

If there is any way to possibly continue to look into stop sign installation, I would be interested to hear if it might be possible. However if it's not, that will be the end of it!

Thank you again for your time and please let me know if this might still be an option. I would be happy to pursue this through a different channel if this is not the right one.

With appreciation,

Jackie Sinnott

On Wed, Oct 6, 2021 at 1:15 PM Charles Stone - Mayor <[cstone@belmont.gov](mailto:cstone@belmont.gov)> wrote:

Hi Jackie,

Thanks for reaching out and welcome to Belmont and the neighborhood. My kids (now 17 and 15) walked from my house on Read to Cipriani pretty much every day from the time they were 8 or so through completion of 5<sup>th</sup> grade. I know the area and the intersection well. I'm not aware of any Cipriani safety initiative. I don't think that's accurate. I think there might some confusion arising out of recent parks and rec PROS advisory committee.

Pedestrian safety is a high priority to the council and we've shown that in a lot of our actions. That said, inheriting a city where many of the roads don't have sidewalks sure doesn't make it easy. Those decisions were made in the 50s when the neighborhoods were being developed and while we are requiring sidewalks in conjunction with residential construction projects where it makes sense, it's still far from ideal. But there are realistic and insurmountable obstacles to adding sidewalks on Cipriani.

When it comes to stop signs and things like that, we rely on our public works department and our police department. I don't think the parks and rec department/commission would have any involvement although they do deal with our bike/ped plan.

That particular intersection received crosswalks for the first time a few years ago in response to some residents' request. There was some concern at the time that the safer bet was to discourage kids from crossing at that cross walk and direct them to cross at the four way

stop at Cipriani and Buena Vista or Cip/Ponce. That's what the safe routes to school program used to show to my memory. I actually was concerned that installing the crosswalks would lead to more kids crossing there without the protection of a stop sign which would create a higher risk of danger, but some residents felt differently. IIRC, I think we looked at stop signs at that location then. I **\*think\*** that we can't put in stop signs at that Carmelita/Cipriani based on state law site line requirements. That said, I can't say with certainty that I am remembering correctly so I'm copying our excellent city manager (who was public works director at the time) Afshin Oskoui, our current public works director Peter Brown, and our interim Police Chief Ken Stenquist so they can add anything germane.

In the meantime, I **\*highly\*** recommend that anyone crossing with kids or any kids crossing without adults use the fourway stops at Buena Vista/Cip or Ponce/Cip depending on where they are coming from. That's much safer and has minimal impact from a walking time perspective (having done them all many times over the past 12 years.)

Thanks again for the contact and we'll follow up.

Charles

(I've also copied our parks and rec director just in case I've missed something that she knows of.)

[Charles Stone](#)

Mayor

City of Belmont

[1 Twin Pines Lane](#)

[Belmont, CA 94002](#)

(650) 394-7390



*Please Note: Unless otherwise noted, the opinions, viewpoints, and perspectives contained in this email are my own and do not represent the official position of the City of Belmont or its City Council. Please do not share those opinions, viewpoints, and perspectives with other members of the Belmont City Council so as to avoid the potential development or appearance of a consensus outside a scheduled public meeting, which is prohibited under California's Brown Act. I also respectfully request that you refrain from sharing the opinions, viewpoints, and perspectives of other Belmont City Council members with me. If you are contacting me about a development application or appeal that is pending before the City Council, I am not able to read your email because it constitutes an ex parte communication. I will, however, forward your email to city staff and it will be made part of the record. Thank you.*

**From:** Jackie Sinnott  
**Sent:** Wednesday, October 6, 2021 12:12 PM  
**To:** P&R Comm <[PRComm@belmont.gov](mailto:PRComm@belmont.gov)>; City Council <[CityCouncil@belmont.gov](mailto:CityCouncil@belmont.gov)>; Jackie Sinnott >; Matthew Perotti

**Subject:** 4 way stop at the corner of Cipriani and Carmelita

Hello City Council and Park and Rec,

I was informed that you will be reviewing safety ideas in the Cipriani area and I wanted to reach out. We live at 2500 Casa Bona, somewhat new to the area, but have one in Kindergarten at Cipriani now (and another in preschool).

We love Belmont, but have missed having consistent sidewalks and noticed many blind corners in an otherwise safe and family friendly neighborhood.

With school back in session, one easy solution I see to making the neighborhood safer right here, is a **4 way stop at the corner of Cipriani and Carmelia**. There was an accident there two weeks ago, and many families near or crossing at that intersection daily. With poor visibility and no sidewalks, cars zooming by without a stop seems especially dangerous. Just today while I stood in the painted crosswalk (after walking my Kindergarten to school), three cars drove quickly past me while I waited for one to stop (disregarding me, the crosswalk or the fact that pedestrians have the right of way).

A 4 way stop at that intersection would be a great improvement to this neighborhood. It would make it a safer place to cross, possibly encourage more people to walk/bike to school

and slow traffic in general, in a neighborhood with many kids out riding bikes and walking daily.

Thank you for your consideration!

Jackie Sinnott

**From:** [Ryen Motzek](#)  
**To:** [Kelley Lotosky](#)  
**Subject:** Re: Belmont Parks and Recreation Master Plan - Advisory Committee Meeting #3 Thursday  
**Date:** Sunday, October 3, 2021 1:15:13 PM

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Hi Kelley,

Thank you so much for this invitation. Unfortunately I did not get this email until it was too late. Is there a way that the communities involved with wanting to give input can send information via email? I've heard from a couple people that they would've needed more of a heads up. Been able to attend.

Please let me know, I'd like for her to be proper input for this process. Thank you!

On Tue, Sep 28, 2021 at 3:58 PM Kelley Lotosky <[info@belmontprosplan.com](mailto:info@belmontprosplan.com)> wrote:  
Good Afternoon,

We wanted to let you know our next Advisory Committee Meeting will be held

**Thursday, September 30, 2021**  
**7:00 - 8:30 pm via zoom**

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/85036408239>

Passcode: Belmont

Or One tap mobile :

US: +16699006833,,85036408239# or +13462487799,,85036408239#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 669 900 6833 or +1 346 248 7799 or +1 253 215 8782 or +1 301 715 8592 or  
+1 312 626 6799 or +1 929 205 6099

Webinar ID: 850 3640 8239

International numbers available: <https://us02web.zoom.us/j/85036408239>

Attached you can find the agenda.

Thank you for your continued participation!

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Atlas  
209 2nd Ave. San Mateo, CA 94401  
[www.atlaskateboarding.com](http://www.atlaskateboarding.com)

**From:** [Meredith Larsen](#)  
**To:** [P&R Comm](#); [City Council](#)  
**Subject:** safety in Cipriani  
**Date:** Wednesday, October 6, 2021 12:09:55 PM

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Dear City Council and Parks and Recreation Committee,

I have lived in Belmont for 6 years on Carmelita Ave at Cipriani. We have two young children, one who will start at Cipriani next year and hopefully we will walk to school. Thank you for putting in a crosswalk at our intersection. Our block is often parked on by Cipriani families who walk to school and use that crosswalk. Unfortunately, the crosswalk (while well intended) is in a very dangerous intersection around a blind curve with hedges that are rarely cut back by the neighbor. There was a two vehicle accident there about two weeks ago and very often when we drive out that way, we almost get into an accident from an oncoming car going downhill way too fast on Cipriani. I would never let my children walk to school using that crosswalk by themselves and as I said, I use alternative routes to make the turn onto Cipriani from Carmelita.

I understand you are having a meeting about walking and street safety. My neighbors and I would LOVE to have a 4 way stop sign at the intersection of Carmelita and Cipriani. I understand that it's a route for the fire trucks and emergency vehicles, but hopefully they could go through quickly even with the stops in an emergency- as they do at Ponce and Carmelita. More safety and possible sidewalks are definitely needed in this area where we have Cipriani School and Semeria Park.

Thank you for your consideration and let us know how we can further support the installation of stop signs at this location.

Warmly,  
Meredith Larsen